

EDITORIAL FOREWORD-- After a lapse of more than a year, the way appears clear for the resumption of publication of LOG CHIPS as a quarterly. Our thanks to our readers for the patience they have shown in the last two years.

We have in the past detailed visits to various sources of recent maritime history in the United States. Below we present a log of a visit to Sunderland by David R. MacGregor, author of "The Tea Clippers," which gives an idea of the wealth of untapped source material that still exists in the British Isles.

## LOG OF A VISIT TO SUNDERLAND

by David A. MacGregor

Saturday, 2 Oct. Arrived at Newcastle at 6:15 AM, on the 11:45 from King's Cross; reached Sunderland 8:15 AM. After breakfast and a stroll round the town, went round to Library and Museum. Saw Mr. Deputy Director. Arranged to take down from walls models of CHOWRINGHEE (1851), GANGES (1106 tons built for Nourse 1861), and RODNEY (1874) by Wm. Pile and PALMYRA (snow built 1851, 245 tons) by Wilkinson. Took lines off half model of CHOWRINGHEE in three hours. Also looked at their photos of sailing ships and their plans; latter were longitudinal sections of iron vessels CADWGAN, CHARLWOOD, MOUNTAINEER, and SCOTTISH ADMIRAL.

Had dinner with J.W. Smith, who writes under name of "Blue Peter." Looked at some of his record cards and his photos. Sunday. J.W. Smith picked me up in his car for a tour of the Wearside area. He drove me first to Seaburn, then along sea front to Roker, past North Dock and Thompson's yard to ferry. Then we drove up the Wear on the north bank, past Robert Thompson's old yard, stopping on Alexandra Bridge to look at Doxford's and Pickersgill's; then up to the next bridge some 8 miles up at Saithes, just below Biddick. Crossed bridge there and went downstream on south side. Made a detour to see South Hylton with its fallen-down stone buildings and old slipways -- most nostalgic and impressive. Then on again and finally reached the South Docks. Smith is known there and so we were able to

drive right through and have a good look which would not have been possible otherwise, without a permit. Monday. Went round to J.L. Thompson's. I saw the six half-models given in their letter and a rigged model of BRIER HOLME. Met Mr. Crangle who had written the letter to me; he took me up to see Mr. Urwin, the naval architect (he is also naval architect for Crown's and Laing's as well). He said he would look for plans of MAITLAND. Suggested I come back Wednesday. He gave me the name of Mr. G.C. Harforth of Laing's (their chief estimator).

I went direct round to Laing's. Mr. Harforth was with Mr. Alan Marr, the director. His assistant came down, and then went and made enquiries but everyone told him 'No models. No plans. Everything burnt before ship no. 500.' But I waited for Harforth. I finally went up to see him. A charming man. Recalled seeing models. He took me down in the old boardroom. There were three paintings by R. Macgregor (no relation). One of TORRENS and two others. Also two very bad ones by a local artist Ray, painted c.1948, one of them of PHILIP LAING and another of a ship built c.1869. They also had an oil painting of ss HIOGO (c.1865) and of BLACK DIAMOND (?). In the next room was a half-model of JOHN AND MARY and a whole model of VIMEIRA showing timbers one side, with part of side hinged to swing down. Photo of this model obtainable at Science Museum, London. They were both in glass cases but it was arranged to have them taken out, and I would return on Tuesday. I saw their rigged model of TORRENS in waiting hall -- very fine.

After lunch I went round to Museum and met Mr. Wilson, who is in charge of all the museum exhibits. He sent his student

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assistant up to their store near Grindon Mill. They had got out the half-models of Robert Thompson & Sons' ships which I had asked for. I listed them (as follows), but had no time to measure:

1857 BRITISH MONARCH	Wood bk	366
1859 CHILLINGHAM (2 models)	Wd bk	452
1862 VIKING	Wood bk	339
1862 GEORGE AVERY	Wood bk	467
1865 DEUCALION	Comp bk	399
1865 GITANILLA	Wood bk	472
1865 SOUTHWICK	Comp bk	316
1866 AMADINE	Comp bk	547
1866 VELOCITY	Comp bk	491
1867 OCEAN ROVER	Comp bk	548
1867 EMULATION	Comp bk	392
1868 LARNAX	Comp bk	380
1868 WINDERMERE	Comp bk	482
1869 AQUILINE	Comp bk	547
1874 THESEUS	Iron bk	894
1879 LADY ELIZABETH	Iron bk	1155
1886 SANTA	Iron bk	979
1885 WAIKNA	Stl ss	155
1892 REGENT	Iron bktn	386
1892 LINDEN	Steel bk	1141

Could not stay later than 5 PM as there was no electric light laid on. I also took two photos of a small rigged model of Wm. Pile's ENGLAND'S GLORY (1869) with three skysails.

Went back to the Museum and took lines off GANGES, except for stem, as museum was closing (7:30 PM). This was the iron coolie ship. Model showed her as built before being lengthened in 1876. A beautifully modelled ship. No deck fittings. TUESDAY. Went to Laing's arriving about 10 AM. Saw Mr. Harforth. The two models had been placed ready for me. In the morning I took lines off JOHN AND MARY. In the afternoon, I took lines off the VIMIERA, having to pack up about 5 PM, there being no electric light. It was then discovered that JOHN AND MARY was not built by Laing's, but had been obtained from a pub round the corner! I also met Mr. Marr, managing director. Went to Museum, then, and finished off model of GANGES.

WEDNESDAY. Went round to J.L. Thompson's. Mr. Urwin had found no plans at all. I asked if models in wall case could be taken down, so that I could work on them. He was quite agreeable, but Mr. Fleming, the general manager, said it would be a rather expensive item. I pressed Mr. Urwin and he said he would approach Mr. Cyril Thompson personally. So I left

the copy of my book, for Mr. Urwin to show him. Then Mr. Urwin lent me the photo of VENCEDORA being launched in 1860 to have copied and also an album of old photos, which contained photos of their six half-models and of the barks G.B.S., EMILY A. DAVIES, ABBEY HOLME, and BRIER HOLME.

I went to Laing's in the afternoon. I took 8 photos of the two models. Then I took notes of VIMIERA's deck details and also of her midship section.

In the evening I went to the Blue Water Evening in the Seamen's Mission. There was chanty singing, songs by a quartette, a talk on R.H. Gayner, Sunderland's last sailing ship owner, by J.W. Smith. The latter also introduced me and I said a few words. I met Captain Day, better known as "Billy Wheelhouse." Served his apprenticeship in the KIRKILL.

THURSDAY. Rang Mr. Urwin, but no luck yet with the models. Said he would try and speak to Cyril Thompson, but very busy with a new ship on trials.

So went to Laing's and took photos of a building contract for unnamed ship in 1865/6 built by Pile & Spence. Spoke on telephone to Mr. I.C. Robertson, Office Manager to Smith's Dock Co., at South Bank, re model of BLENHEIM. He said that they could easily take side of case off, but as it was in ante-room to Directors' room, and they were there, it was not possible this week. I agreed to contact him direct when I was next coming up.

In afternoon went to Grimwood Mill and traced outline profiles of all of R. Thompson's models that had no backboards. Also took lines off DEUCALION and OCEAN ROVER. FRIDAY. Rang Mr. Urwin, but he had still been unable to see Cyril Thompson. I agreed to go down in afternoon.

So I went to West Hartlepool, on the 9:38. First I went to the Library and met Mr. Lyde, the director of libraries and museums. He went with me to the Gray Museum and introduced me to Mr. Butcher who looks after it. I saw only three ship models. One was a two-masted topsail schooner, 12" long, very good. Another was a clipper of c.1860, with nothing above royals, but hull too dumpy.

Then there was the MIRAGE. This was actually of the clipper by J. Pile in 1855, but it had been rigged in 1869 by a Royal Navy petty officer as a brigantine. Under sail on a painted sea, it was the finest model of that kind I have ever seen. Hull



was to  $\frac{1}{4}$ " scale for the original MIRAGE, so it was very big. They had the lithograph of her in a branch library.

Returned to Sunderland on the noon train and got out to J.L. Thompson's about 5 PM. Mr. Urwin had had no luck. But he showed me some data sheets on BRIER HOLME and others. Decided to copy these on Saturday.

SATURDAY. Went to Thompson's. Copied out extracts from the yard data sheets relative to BRIER HOLME, G.B.S., and EMILY A. DAVIES, all barks of 1876. Left with Mr. Urwin at 12:30.

After lunch went to museum and took lines off half-models of RODNEY and PALMYRA. Finished at 7:10 PM.

SUNDAY. Took the 10:31 train to Newcastle, arriving about 11:00 AM. Left at 2 PM for Carlisle. Arrived at 3:50 PM and took a taxi to the Nicholson's house. Met a warm welcome; had a high tea and watched TV.

MONDAY. Breakfast began about 8:45; finished 10:15! Saw the 8 half-models of the Annan clippers, lying in their basement.

There was a good account of these vessels in the "Mariner's Mirror," pp.128-142, 1951. In order of fineness, as well as could be judged from the half-models, beginning with the finest and descending to the fullest, they are:

1854	ANNANDALE	759 tons
1861	MANSFIELD	357
1857	SHAKESPERE	486
1863	ELIZABETH NICHOLSON	904
1865	SARAH NICHOLSON	934
1859	JOHN NICHOLSON	685
1862	BURNSWARK	323
1853	BURNS	375

The model of QUEENSBERRY (1856, 635 tons) was missing; in degree of fineness she would possibly follow ANNANDALE.

In the morning took off lines of ANNANDALE and MANSFIELD. The former was a beauty.

Went to Annan in afternoon. Drove down the "Well" (shortened from "Welldale"), where the clippers used to be launched, just below Nicholson's office. The present quay occupies the site of the old shipyards, and the ships were launched across the stream, the present bank (with grass on top) then not lying in the middle of the fairway.

TUESDAY. Took a few offsets off BURNSWARK and lines of ELIZABETH NICHOLSON, SHAKESPEARE, and SARAH NICHOLSON; traced profile of JOHN NICHOLSON. Caught the 8:35 PM to Euston; after breakfast went to the office

## THE LAST VOYAGERS IN SAIL. II.

by James R. Mills

JACOBSEN, Betty, "A Girl Before the Mast," 264 pp., ill., Charles Scribner's Sons, New York, 1934.

Miss Jacobsen, an 18-year old typist of Norwegian stock who lived in Brooklyn, had typed the MS for Villiers' "Grain Race," and through that connection was able to go as an "apprentice" in the Finnish four-masted bark PARMA in the 1933 run from Port Victoria to Falmouth and Hull with Australian wheat. Her title is misleading, for of course she was in no sense before the mast, although she did do ship's work whenever she felt like it.

The book is really rather well written; perhaps her typing of "Grain Race" helped her style. Miss Jacobsen has a good sense of humor. She complains about the length of the passage (actually it was the record post-war run from Australia) and is very bored; however, she is inclined to laugh at herself for expecting piracy, barratry, or something equally romantic to break the routine. Ruby de Cloux, the captain's daughter, felt the same ennui, only more profoundly, and helped demonstrate how out of place women were in such ships.

Although the author's father was a sea captain, her understanding of seamen and their ways is not profound. The poorest display of taste is shown when discussing an alleged visit of the ghost of Ronald Walker.

Facts presented are often somewhat distorted, but if references to records are understood as limited to post-war times, they generally straighten themselves out. Miss Jacobsen reports the statements of the ship's afterguard, who know what they are talking about, but she does not always remember to include their qualifiers.

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JOHNSON, Captain Irving, "Round the Horn in a Square-Rigger," 219 pp., ill. Milton Bradley Co., Springfield, Mass., 1932.

Irving Johnson already bore the title of captain when he went as a passenger in the Laeisz four-masted bark PEKING from Hamburg to Talcahuano in 1929, by virtue of having skippered a yacht or two on Long Island Sound. The PEKING's cargo was the usual general one, including aviation ethyl. Adverse winds in the North Sea and English Channel protracted an otherwise good voyage to 93 days.

An account of the voyage appeared in "Rudder" between December 1931 and March



1932; this book-length version was intended as a juvenile. We are told that this is "The Thrilling Adventures of Two Yankee Boys in the World's Largest Sailing Ship from the North Sea Round Cape Horn to Chile." Such a beginning is a bit unfortunate, as Captain Johnson and his friend Charlie were not exactly boys, and their ship was not the largest sailer in the world.

Other facts are not carefully treated--the royal yards are referred to as 175 ft above the deck, and the inner jib is said to be on the foretopmast headstay. The fact that the reader is expected to be ignorant is no reason for the author to write as if he were himself.

The Laeisz liners fared rather poorly in literature; both Hauser and Johnson were inclined to repeat any yarn or superstition as true. Johnson, however, was never fooled as badly as Hauser, who gravely reported that ships could dive into waves and stick in helpless because their screws, being in the air, could not back them free. Johnson does mention that PEKING's helmsmen were lashed down to prevent their being tossed overboard -- from the middle of her Liverpool house!

The photographs are very good and are well chosen to represent life in sail.

MATSON, Norman, "The Log of the CORIOLANUS," 189 pp., Vanguard Press, New York, 1930.

Mr. Matson, a novelist of some note, took passage in the Portuguese bark CORIOLANUS from New Bedford to the Cape Verde Islands in the summer of 1929. The ship was still largely a passenger vessel, like the present-day Brava packets, but she also had a load of 74 used cars to add to the three then running in Praia. The passage time was 40 days.

Mr. Matson, who travelled first-class if not better, for he had the owner's cabin (the master's under the British flag), is more interested in one or two people than in the ship or the ship's company. As might be expected from a novelist, he is most interested in his own reactions to a new environment.

The operation of the ship forms a sharp contrast to that of the North European vessels in the other books in this series. Only one maneuver is even faintly described, but it is clear that there are a dozen men for every job, and that even then they are slackly done. Discipline is all but non-

existent; officers and men argue without regard for rank. The Mate lies on the deck while on duty, and there are parties on every possible occasion. Only the parties receive more than passing mention.

It is hard to find inaccuracies in this work for the simple reason that so few statements of fact are included.

MERRIAM, Charles, "Last of the Five-Masters," 256 pp. Claude Kendall, Inc., 1936.

The year of this voyage is not given, but it appears to be 1930-31. The author sighted the five-masted schooner EDNA HOYT in Portland, Maine, and arranged to go in either as a passenger from Norfolk to Martinique with coal and then from Venezuela to Tampa with goat manure, a common schooner voyage of the period.

What was a splendid opportunity to put on record a documentary account of the handling of a big American schooner in the last days of sail has been passed up in favor of some trite accounts of experiences ashore, with a few reports of quarrels between the skipper and crew members.

MUNCASTER, Claude, "Rolling Round the Horn," 238 pp., ill.; Rich & Cowan, London, 1933.

The author shipped aboard the Finnish four-master OLIVEBANK for her 1931 run home from Australia with wheat. Although he had no previous experience, he drew £2 a month as an O.S. There was only one apprentice aboard, an adolescent Australian who lived forward.

Mr. Muncaster is an artist and his purpose in making the voyage was to represent on canvas the operation of a sailing vessel while there were still a few left. His paintings are very good and show the big bark at sea in various situations, off the Horn, in heavy weather, etc., as a camera never could. His photographs are adequate but not on a par with those of such untrained artists as Alan Villiers.

An artistic background might imply attention to visual detail and perhaps to human values, virtues, and conflicts, and such indeed is the case. Others have dealt with the physical hardships undergone by a sailing ship's crew, but few, if any, have exceeded this author's treatment of the growth of character and its revelation as inhibitions wear thin. Although unsuited to the life and never really a member of the group, Muncaster nevertheless gives a fair and sympathetic picture of his messmates.



## BOOK REVIEWS

BEHRENS, C.B.A., "Merchant Shipping and the requirements for Efficient Deck Hands and Demands of War," 494 pp., HMSO and Longmans Green & Co., London, 1955. Available thru Her Majesty's Stationery Office, Rockefeller Plaza, N.Y. Price \$6.50.

Miss Behrens, a fellow of Newham College, Cambridge, has written what is undoubtedly the most important book to date on merchant shipping during World War II. It is included in the Civil Series of the History of the Second World War, edited by Sir Keith Hancock; and the author had access to official documents. This volume is confined to British wartime dry-cargo shipping, and is not concerned with ship-building, tankers, and coastwise shipping, all of which are to be dealt with in other volumes of the series.

"Merchant Shipping" supplies an authoritative account of Britain's wartime shipping situation, including the ships, their operation and utilization, port capacity and problems, and the all-important "import programmes" without which the British cannot survive in war or in peace. In the latter lies the primary difference between British and United States merchant shipping during wartime, and also the reason for failure to recognize and reconcile conflicting demands and likewise for grave misunderstandings.

The book is concerned primarily, and almost solely, with British activity. The reader will find little concerning the contribution of the fleets of occupied nations and still less on the United States merchant marine. Scant mention is made of the United States war-built merchant fleet (the tonnage of which exceeded all British vessels afloat in 1939), of lend-lease assistance through which the United States not only provided Allied nations with billions of dollars worth of supplies but also the transport that laid down those supplies at destinations indicated by recipient nations, and of the war in the Pacific.

The title of the book might well have been "British Merchant Shipping and the Demands of War."

(Reviewed by Helen M. Gibbs)

WICKHAM, T.F., "Seamanship," 192 pp., 69 figs. Philosophical Library, N.Y., 1956. Price \$3.75.

Written by a seamanship instructor of the National Nautical School, Portishead, Somerset, this little volume is intended to cover the Ministry of Transport's re-

Written in plain language and well illustrated, this volume is admirably suited to its intended purpose. An appendix gives the Rules of the Road as of 1954.

BONSOR, N.R.P., "North Atlantic seaway: an illustrated history of the passenger services linking the old world with the new," xxvii, 639 pp.; T. Stephenson & Sons Ltd., Prescott, Lancs., 1955. Price \$8.50.

In the period from 1860 to 1955, something like 35,000,000 immigrants came to the United States from Europe in powered vessels, and millions more came to Canada. Millions more crossed the ocean in both directions as tourists and on business.

This book gives a history of each line that operated steamers (or motorships) and of each individual vessel that operated in the liner services. There are 182 chapters, each covering a line, and the ship histories are arranged chronologically under each line. Indexes of lines and of ships tie the whole together.

There are numerous well-chosen photographic illustrations and also a group of 150 silhouettes by Captain J.H. Isherwood, all to the same scale, which portray the development of ship design from 1833 to 1923.

This volume will be the standard work in its field for years to come, as no improvements could be made except in details or to add the histories of vessels since 1955.

ROGERS, E. Neil, "Queenie's Brood," 312 pp. Vantage Press, N.Y., 1956. Price \$3.95.

This is a first novel by a Naval Academy graduate of 1940, who now practices law in Richmond, Va. The chief characters are a couple of ensigns aboard an Atlantic Fleet battleship in 1941, when some men still slept in hammocks and officers wore whites at sea. Some good pictures of life in the "Old Navy" of 1941 are interspersed with some highly improbable adventures involving females ashore.

"The Annual Dog Watch," 144 pp. Ship-lovers' Society of Victoria, 1956. 4s 6d.

This is no. 13 of the series. It has a good yarn by Captain Harry Daniel and a real thriller by Winston Langdon on EMMA, ANNIE LARSEN, and MAVERICK in 1915.



RIESENBERG, Felix, Jr., "Sea War; the story of the U.S. Merchant Marine in World War II," 320 pp., 43 ill. Rinehart & Co., N.Y., 1956. Price \$5.00.

As Helen Gibbs points out above in her review of Miss Behrens' book, the big difference between the merchant marine of the United States and that of most other countries is that the U.S. can get along without it in peace-time. Thus, while the necessity for a wartime build-up of our merchant fleet always produces plenty of ephemeral publicity during hostilities, as soon as a war is over there is a tendency to forget the contribution toward winning it made by the civilian component in moving war equipment overseas. The fact that the armed services maintain permanent public information organizations, while nothing of the sort exists for the merchant service, may be a contributing factor.

Likewise, the fact that in peacetime the forecastles of our freighters contain a fair share of the neurotics and misfits among our hundred and fifty or sixty million population, and that shipowners have had a lamentable tendency to arrange wage scales and working conditions for seamen accordingly, has generated public acceptance of a picture of the merchant seaman as something less than a second-class citizen.

It has remained for Felix Riesenbergr Jr. to rectify these false impressions in "Sea War." The first complete account of the U.S. Merchant Marine in World War II, it is based on solid research, but at the same time it is not overloaded with footnotes and the other paraphernalia of the historian. It maintains a balance between administrative history, such as the development of the Maritime Service and the unions, and the narrative of actual operations.

There are 5 pages of bibliography and a full index. The illustrations include combat scenes and portraits of individuals connected with the merchant marine of the period.

EDWARDS, Herbert, "Their Lawful Occasions," 256 pp., 13 ill. Percival Marshall & Co., Ltd., London, 1956. Price 15s.

We reviewed "Under Four Flags" by Capt. Edwards in LOG CHIPS for Oct. 1954, and this is a continuation of the story, through the author's service in the Royal Navy in 1914-18, retirement as a Commander, various civilian jobs, retreading in 1939, and se-

cond retirement in 1947. The snobbishness that we previously noted in the author comes out much more strongly in this volume, which is illustrated chiefly with photographs showing himself and some member of the royal family.

DUGAN, James, "Man Under the Sea," xiv, 332 pp.; 82 ill. Harper & Bros., New York, 1956. Price \$5.00.

The interest in the sea which began not long after World War II with Rachel Carson's "The Sea Around Us" has largely turned, as far as book publishing is concerned, toward the various aspects of man's ventures in person below the ocean's surface. No publisher's catalog is considered complete these days without a title in this field.

Our advice to our readers is to borrow the rest of these books from their Public Library and then return them, but to invest five dollars in this treatise of Jim Dugan's and keep it on the shelf. It is far and away the best work that has yet appeared on the subject, and nothing is likely to supersede it for a long time.

Familiar at first hand with the problems of undersea exploration through his long association with J. Y. Cousteau, the author has brought his talents for historical research (which were well displayed in his "Great Iron Ship;" see LOG CHIPS, vol. 3, p. 78) to bear on the subject, and the result is a comprehensive and authoritative historical survey of all phases of sub-surface operations.

It will probably be news to most people that underwater photography was well developed by 1900 (like many other useful arts, it had to be re-invented during World War II) and that Germans used a submarine against the Danish Navy in 1850.

In a book so full of facts there are bound to be a few errors, but the worst we have been able to spot is the uncertainty of the value of a ton of gold. In the chapter on treasure recovery, pp. 66-67 indicate that  $\frac{1}{2}$  5 million in gold weighs 250 tons; on p. 74, \$2 million is 6 tons; and on p. 77, \$12 million is 10 tons. The last figure (dated 1940) seems to be about right, for, since 1935, the official price of gold at \$35 a troy ounce (31.2 grams) works out at \$1.12 per gram or \$1.12 million per metric ton. The older price of \$20.67 was equivalent to \$660,000 per metric ton.



## SAILING SHIP NEWS

- RICHARD DONALD McKAY LYMAN arr. Sibley Hospital, Washington, D.C., 13 June 1956; weight 7 lb 14 oz; now weighs 28 lb.
- BALCLUTHA, Ship. In Oct. 1956 her dock rent at San Francisco was continued at the rate of \$100 per month.
- BOUNTY, H.M. Armed Transport (ex BETHIA). In Feb. '57 Irving Johnson recovered an anchor from her at Pitcairn I.
- C.A. THAYER, 3m. sch. 2 May 1954 was bought by Charles McNeal from J.E. Shields. Moor- ed as "pirate ship BLACK SHIELD" at Lilli- waup, Hood Canal, Wash., Oct. '54. June '56 bought by State of California on be- half of the S.F. Maritime Museum. 17 Feb. towed off beach and taken to Seattle. 21 Feb. arr Lake Union DD Co. for repairs pre- liminary to being taken to San Francisco; to cost \$8,995. Harold Huycke is in charge of the project for the Museum.
- CAROLINE, 4m. sch. Built 1902; hulked at Hunters Point, San Francisco, in '20's. Nov. 1956 trailboards were salvaged for the new Seattle Maritime Museum.
- CONSTELLATION, U.S. Frigate. Brought to Baltimore in a floating drydock in Aug. 1955. 65% of her hull needs renewing. Funds still undecided.
- DITTON, Br. ship, built 1891, wrecked on Danish coast 1921. Early 1956 her bot- tom was uncovered and a portion salvaged for scrap before being buried again in a gale.
- E.W. SCRIPPS, aux. sch. Built 1924 as yacht AURORA for R.C. Durant; bought by Univ. of Calif. in 1937 from Lewis Stone as SERENA for research ship, Scripps Inst. of Ocean- ography. Retired 1956. Appeared in "A- round the World in 80 Days" as a side- wheeler. Now owned in Cook Is. as a tra- ding vessel; renamed TIARE MAORI.
- EAGLE, U.S.C.G. tr. aux. bk. 1956 fitted with trail boards. Her 1956 training cruise was New London-San Juan-Canal Zone-Hava- na-Halifax, N.S.-New London.
- FOZ DO DOURO, Port. m/v. (ex 4m. bk HAWAIIAN ISLES, STAR OF GREENLAND, ABRAHAM RYDBERG) Laid up at Lisbon since June 1953. Oct. 1956 sold to Bonita Co., Tangier. Feb. '57 towed to Spezia by Port. tug MONSANTO for scrapping.
- HARTFORD, U.S.S. Sank at her Norfolk, Va., berth, 20 Nov. 1956.
- J.T. WING, 3m. sch. Formerly museum ship; has been abandoned at Detroit.
- JUAN SEBASTIAN DE ELCANO, Span. aux. 4m. tr. T/S Sch. About 30 Jan. 1957 sailed Hono- lulu for San Francisco, after an 8-day stay at Pearl Harbor.
- LA MERCED, aux. 4m. sch. Still idle, Lake Union, Seattle, Wash.
- LEVIN J. MARVEL, 3m. sch. In Jan. 1956 her skipper was found guilty of negligence in connection with her loss in Baltimore Federal Court and drew a one-year suspen- ded sentence. Inspection laws have been tightened as a result of the tragedy.
- MAYFLOWER II. Replica (by educated guess- work) of the 1620 vessel. 20 April '57 left Plymouth, Eng., for Plymouth, Mass., with Alan Villiers in command. Cleared Lizard on the 22d but was forced to take the southern route and reported herself in 26-50N, 18-47W on 4 May.
- NIPPON MARU, Jap. aux. 4m. tr. bk. July '56 arr San Francisco 47d from Tokyo; retur- ned via Hilo, H.I.
- RUTH, bk. Built Sunderland 1860 as SHARP- SHOOTER. Later a bktn; still later a coal barge on San Francisco Bay. May '24 beached after collision with tanker HAGEN. Feb. '57 floated at Government Is- land for scrapping by Frank Fuller.
- SCOTTISH LADY, barge (of London). Formerly bark LA ESCOCESA and STAR OF CHILE. In July 1955 was to begin hauling lime from Vanada, Texada I., B.C., under charter to Balfour, Guthrie & Co. from Vancouver Tug Boat Co. Ltd.
- STATSRAAD LEHMKUHL, Norweg. aux. tr. bk. 24 July 1956 arr New York.
- WAWONA, 3m. sch. Still idle on Lake Union. (With thanks for items to Harold Huycke, Gordon Jones, J.S. McCullough, Ed Collins, Karl Kortum, Jack McElroy, J. Malling, and Capt. Joseph Johnson.)
- MARGARET HEALD (p.33) became a steamer in 1919 under the name DON ROBERTO and was wrecked at Valparaiso 10 June 1926.

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## ATTENTION PHILOSEMISTS

Readers interested in semiology (the study of flags and signals) are urged to get in touch with Mr. John S. Styring of Chadwell Lodge, Ware, Herts, England, concerning the establishment of a proposed international society devoted to the sub- ject.

Flags and signals are intimately connec- ted with ships and shipping, and LOG CHIPS from time to time in the past has carried material on this field. We welcome the possibility that a periodical may be issued on the topic.



## GERMAN SAILING VESSELS AND WORLD WAR I, by HAROLD HUYCKE (contd. from p.17)

Rhederi Visurgis Aktien Gesellschaft (in liq.), Bremen

NAL	UK '92	Caleta Colosa	France	Danzig NAL	Abnd.off C.Horn Jan.1923
NEREIDE	Ge '90	Tocopilla	France	German NEREIDE	Scrapped 1922.
NEREUS	Ge '89	Chenaral	Britain	American NEREUS	Scrapped 1925.
NESAIA	Ge '91	Taltal	France	German BARMEN	Scrapped 1925.
NIOBE	UK '93	Coquimbo	Britain	German HARALD	Scrapped 1925.

Carl Johann Klingenberg, Bremen

MATADOR (wood)	Ge '84	New York	U.S.'17	American MONTAUK	Wrecked Aug.1920.
SEEFÄHRER	UK '88	Gatico, Chile	Italy	German SEEFÄHRER	Scrapped 1921.

Rickmers Rhederi Reismühlen Schiffbau A/G, Bremerhaven

R. C. RICKMERS	Ge '06	Cardiff	G.Brit.'14	British NEATH.	Torpedoed March'17.
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Tideman &amp; Co., Bremen

CHILE	Ge '93	Cardiff	G.Brit.'14	?	
PERU	Ge '94	Sold 1914 to	Krabbenhöft & Bock, Hamburg;	renamed FRITZ.	
FRITZ		At sea	G.Brit.'14	Norweg.STORSKOG	Sunk by U-boat 1917.

J.C.Pflüger &amp; Co., Bremen

ALEXANDER ISENBERG	Ge '91	Caleta Colosa	Britain	Ger.ALEXANDER ISENBERG.	Scrapped'22.
H. HACKFELD	UK '90	Caleta Colosa	Italy	German H.HACKFELD	?Scrapped 1924?

W.A.Fritze &amp; Co., Bremen

RIGEL	Ge '91	Mejillones	Britain	German RIGEL	?Scrapped in Spain?
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Seetzen Gebr., Bremen

CARL	Fr '91	At sea	G.Brit.'14	Norwegian LAPWING	War loss.
EDUARD	Ge '98	British port	G.Brit.'15	British EDUARD	Sunk by U-boat'17.

H.Bauer, Rostock

MARTHA BOCKHAHN	UK '91	At sea	French	?	?
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Norddeutscher Lloyd, Bremen.

HERZOGIN CECILIE	Ge '02	Guayacan, Chile.	Fr.	Finnish HERZOGIN CECILIE.	Wrecked 1936.
HERZOGIN SOPHIE CHARLOTTE	Ge '94				

Caleta Buena British Finnish GJERTRUD Broken up 1925.

Deutscher Schulschiff Verein, Oldenburg.

GROSSHERZOG FRIEDRICH AUGUST	Ge '14	(home)	British	Norweg.STATSRAAD LEHMKUHL (1957).
GROSSHERZOGIN ELISABETH	Ge '01	(home)	(under 1600)	French 1946: DUCHESSE ANNE.
PRINZESS EITEL FRIEDRICH	Ge '09	(home)	France	Polish DAR POMORZA (1957).

Helmuth Mentz, Rostock

FRIEDA MAHN	Ge '91	At sea	French '14.	French BON PREMIER	?
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O.D.Ahlers, Elsflath.

ANNA	Ge '92	Brake	(under 1600)	German TONI.	?
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Deutsche Dampffischerei Ges.Nordsee, Nordenham.

STANDARD	US '76	Norwegian port	Blown ashore and wrecked, 1917. (Wood)
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## CORRECTIONS AND ADDITIONS

POTOSI (p.6) was renamed FLORA	VIGANELLA (p.17) was a British prize at sea; BURROWA was sunk by a U-boat 4/17.
TELLUS, not MAIPO (p.7) was rn.MALABOO.	EXCELSIOR was wrecked in 1915 as Norwegian ANDA.
DHARMA (ex OLIVA, p.7) was Chilean	ROLAND became Russian EDGAR and was a war loss.
ERNST (p.17) was built in UK and was lost in Oct.1916 as British CANOWIE.	



## UNITED KINGDOM SHIPBUILDING 1877-78

On the three following pages we complete the list of vessels built in the United Kingdom in 1877; which was begun on pages 21-24. The corresponding list for 1878 was on pages 8-12.

It will be observed at once that 1878 was a much poorer year for building than 1877 (though it was far better than 1879). A considerable survival of wooden shipbuilding in 1877-78 will be noted, concentrated at Sunderland, the south and west of England, Wales, and the east of Scotland. The only sailing vessel of steel was the BAY OF CADIZ in 1878.

The largest sailing vessel of 1878 was the four-master WATERLOO, 1976 tons; the largest three-master was CYPROMENE, 1889. In 1877 the largest was the four-master ROMSDAL, 1887 tons; largest three-master was CELESTIAL EMPIRE, 1832. This increase in size of iron hulls was just the inverse of what happened in wooden shipbuilding, as the largest wooden vessels built in 1877 were MARATHON, 843 tons, and ORDOVIC, 10 tons larger, while in 1878 CAROLINE SPOONER of 684 tons was at the top. These three were the last wooden trading vessels of their size built in Britain.

The wooden brig CREOLE in 1878 and the iron brigantine T.S.B. in 1877 may have been the last of their rigs built in the British Isles.

Vessels later American include CYPROMENE and FALLS OF CLYDE in 1878 and YARKAND, STAR OF FRANCE, and STAR OF ITALY in 1877. CYPROMENE as MONTEREY became a four-masted tank schooner barge in 1904 and after the Armistice was rigged out as a five-masted barkentine in the lumber trade. She was scrapped in 1934 at Los Angeles.

FALLS OF CLYDE was bought by William Matson (who, by coincidence, later owned MONTEREY) of San Francisco just before 1900. After some years in the sugar trade, she was converted to a tanker in 1907, and then carried crude oil from California to Honolulu, returning with molasses. In 1922 she was cut down to a barge, and she still serves at Ketchikan, Alaska.

YARKAND, under Finnish ownership, was wrecked in the Gulf of Mexico in 1900 and after being refloated was converted to a barge. The two STARS were both bought by J.J. Moore and Pope & Talbot of San Fran-

cisco in 1898 and after a brief spell under the Hawaiian flag (like FALLS OF CLYDE) became American in 1900. In Dec. 1905 both were sold to the Alaska Packers Association of San Francisco.

Mr. Jens Malling of Copenhagen has sent the following amplifications to the 1878 list:

CRICKET in 1892 became ANITE of N.H. Svarrer, Nordby, Den. Condemned and sold for a hulk at Rio Gallegos March 1898.  
ALEXA wrecked at Surprise I., July 1901.  
MONA sold for a barge, 1924.  
POLLY as THEMIS hulked 1901.  
LIBURNIAN capsized at Pt. de Galle 1/1881.  
ALBERT VICTOR as BRETAGNE missing 1909.  
ALICE LYNE as FLORA wrkd. Martinique '05.  
CAROLINE SPOONER became OCEOLA and was lost in July 1895.

MANX QUEEN abandoned at sea 2 Dec. 1902.  
EDDERSIDE lost in collision 7 July 1919.  
ALLERBY was SOFIA PRINCIPESSA in 1901.  
EMULATOR foundered 19 Dec. 1900.  
INDIAN CHIEF foundered 23 Dec. 1895.  
THE DEAN as HUMOR wrecked Feb. 1898.  
OCHILVALE hulked as LORENZO 1905/06.

To 1877 list:

MOW HILL missing since August 1897.  
MOEL EILIAN about 1900 sold to J.A. Leschbrandt, Mandal, Norway; later named VALKYRIE.  
PALLAS as ANNA submarined 13 May 1917.  
GLENERICHT lost at sea by fire 28 Nov. '77.  
ST. MILDRED as BRUNSHAUSEN ditto Feb. '01.  
KOH-I-NOOR lost Oct. 1906.

MARGARET HEALD as CORNELIA JACOBA took a cargo to Punta Arenas; hulked; see p. 31.  
CALABAR (which like her sister EBOE was a jackass bark) was wrecked 10 May 1891.  
GAERWEN in 1918 became ODIN of C.F. Nielsen, Odense, Den.; condemned May 1919.

LINDORES ABBEY became ANNA M. in 1899.  
GARTCONNEL was lost in collision 8/1880.

To 1879 list (pp. 141-2, vol. 3):

GERMAINE ex OAKHURST was scrapped at Ostend, Belgium.

MACMILLAN was resold to I. & M. Debernardis & Doderer Hnos., Montevideo, and renamed ROSARIO. Submarined 3 June 1917.

LORD DUFFERIN as JUPITER was not scrapped in 1910 at Stettin, but her hull was kept by the shipyard and was seen there in 1916 by a former Danish skipper.

## LAST WOODEN FULL-RIGGER

Mr. Malling also writes that the Danish East India Co. built a teak full-rigger at Bangkok in 1921, the 735-ton THOON KRAMON. She was condemned and broken up at Hong Kong in October 1921.



Russell & Co., Port Glasgow.

DUMFRIESSHIRE Bark 1262 J. & W. Goffey, Liverpool

ALTHEIM 1907 P.L. Müller, Mandal, Norway

MAAGEN 1916 V. Müller, Copenhagen, Denmark.

SERIAL WYN Bark 1115 Hugh Pritchard, Glasgow

PERFECT 1898 A. Meling, Stavanger, Norway. Sunk by U-Boat June 1917.

SNOWDON Bark 1112 R. & D. Jones, Liverpool. Hulked 1925.

Birrell, Stenhouse & Co., Dumbarton

CLYDEBANK Bark 893 G. G. Macfarlane, Glasgow.

NOSTRO PADRE 1903 Flli. Consigliere, Genoa. Hulked 1912, R. Plate

PINZON (river barge). Owned in Buenos Aires 1954.

COUNTRESS OF DERBY B 775 James Allison & Son, Dundee

INGRID 1896 Carl Brynjulfsen, Tvedestrand. Broken up at Leith, 1924.

EARNOCK Ship 1255 Potter, Wilson & Co., Glasgow

SATOR 1903 J. A. Henschien, Lillesand, Norway.

MARIPOSA 1917 C. Tonne & Co., Buenos Aires

ASIA Argentine Nav. Co., Buenos Aires (barge). Afloat 1954.

LADYLAND Sch 120 J. Walker, Glasgow

RISING STAR Bark 870 Henry Melmore, Maryport

SOLLECITO

MARIUS RICOUX 1908 M. Ricoux & Co., Marseille. Hulked 1911 at Sydney.

ROTHESAY BAY Bark 775 Hatfield, Cameron & Co., Glasgow

ACTIV 1905 A. J. Freberg, Sandefjord, Norway

ROTHESAY BAY 1916 Chas. Lundin & Sons, Sydney. Hulked Oct. 1921 at Auckland.

SARACA Bark 870 Scotia Shipping Co. Lim., Glasgow.. 1914 hulk, B. Aires.

STIRLINGSHIRE Ship 1262 Thomas Law & Co., Glasgow

STERLING 1897 Zernichow & Gotaas, Kristiania. Wrecked Azores 4 Feb. 1912.

A. McMillan & Son, The Dockyard, Dumbarton

AMERICA Ship 1280 James R. Montgomery & Co., Liverpool. Burned May 1900.

DUNKELD Bark 1040 Finlayson Bros., Glasgow

GRANDE 1902 O. R. Fjreid, Grimstad, Norway. Lost in Baltic ice, 1928.

LEONIDAS Ship 1388 John Patton Jr. & Co., London

SOUTHERN MONARCH 1882 Royal Exchange Shipp. Co., London. Lost Dec. 1882.

MACDUFF Ship 1280 Builders

BRITTA 1903 H. Christensen, Langesund. Missing 1912.

MARAVAL Ship 1309 Wm. Kenneth & Co., Glasgow. Missing Sept. 1900.

SANDHURST Ship 1571 W. R. Price & Co., London. Burned Indian Ocean Feb. 1879.

TILKHURST Ship 1570 W. R. Price & Co., London

BLANCHE 1893 A. D. Bordes et fils, Dunkirk. Broken up 1923.

YARRA YARRA Ship 1290 Wm. Gracie & Co., Liverpool. Lost with all hands 1885.

Barclay, Curle & Co., Glasgow

ASTARTE Bark 936 James Shepherd & Co., London. Lost 1881.

BEN MACDHUI Bark 1157 Watson Bros., Glasgow. Burned Dec. 1893, Java.

COUNTY OF INVERNESS 4mS 1716 R. & J. Craig, Glasgow

DORA 1911 (Argentine)

CARMEN 1916 R. Boussac, Bordeaux. Converted to steamer 1920.

NEMRAC 1921 H. Leetham & Sons Lim., Liverpool

LASSA Bark 1199 S. Potter & Co., London. Lost Aug. 1880, Indian Ocean.

SAMARKAND Bark 1161 W. & J. Crawford, Greenock.

BONN 1902 J. Wimmer & Co. (Lisbon), Hamburg. Missing Dec. 1913

TWEEDSDALE 4m. Bark 1460 J. & A. Roxburgh, Glasgow

GERNOT 1910 Deutsche Seeverkehrs A/G Midgard, Nordenham. Hulk Lisbon '22.

Charles Connell & Co., Scotstoun, Whiteinch, Glasgow.

BELLONA Bark 528 Hugh Barton, Glasgow. Burned at Pisagua August 1888.

BRENDA Ship 1291 Sandbach, Tinne & Co., Liverpool

LAURA (Italian) Missing, Feb. 1904, South Pacific.

SHEILA Ship 1295 Sandbach, Tinne & Co., Liverpool

REGINA COELI 1900 A. Mazzella di Stelletto, Naples

TRAFALGAR 4m. Ship 1765 Alfred Brown, Glasgow. Wrecked Nov. 1904 near Pernambuco.



Dobie & Co., Goval, Glasgow  
 CARRADALE Ship 1294 Stuart Manford, Glasgow.  
 DUNARD Bark 732 James Dunn & Sons, Glasgow. 1911 hulked Mauritius.  
 FIRTH OF TAY Bark 866 James Spencer, Glasgow.  
 VILASAR 1899 (Spanish) Condemned after dismasting Jan.1910.  
 LENNOX Bark 1285 J.& R.Young, Glasgow. Abandoned on fire Oct.1882.  
 NEBO Ship 1427 John Smith, Glasgow  
 FORTHBANK 1899 A.Weir & Co., Glasgow  
 LEONIDA 1910 (Peru) Wrecked 23 Nov.1911, Chincha Is.  
 RODELL BAY Ship 1117 Hatfield, Cameron & Co., Glasgow. Missing 1881.  
 D.& W. Henderson & Co., Partick, Glasgow  
 KILMENY Bark 817 Kerr, Newton & Co., Glasgow. Missing Tasman Sea May'83.  
 LOCH SHIEL Ship 1277 Glasgow Shipping Co., Glasgow. Wrecked Jan.1894.  
 LOCH SLOY Ship 1280 Glasgow Shipping Co., Glasgow. Wrecked Apr.1899.  
 ZETA Bark 671 Swansea Merchants Shipowners Co.Lim., Swansea  
 MICHAEL BERENTSEN 1894 Sigval Bergesen, Stavanger  
 BELLGLADE 1910 Alf Monsen, Tønsberg. Sunk by U-Boat 12 June 1915.  
 A. & J. Inglis, Point Ho, Glasgow  
 LOCH ETIVE Ship 1288 General Shipping Co., Glasgow. Hulked 1911, France.  
 London & Glasgow Co., Glasgow  
 DOON Bark 859 D. Hunter, Ayr. Ended as barge at Mobile, 1930's.  
 Alexander Stephen & Sons, Linthouse, Glasgow.  
 GEORGE KNOX Bark 349 George Knox, London.  
 GAZELLE 1880 Wm.J.Anderson (Cape Town), London. Wrecked Feb.'94, N.Zea.  
 LURLINE Bark 800 James Adair, Glasgow  
 PEROLA (Portuguese)  
 SYLFIDEN 1906 T.Dannevig & Co., Sandefjord. Sunk by U-Boat 11 Apr.1917.  
 MABEL YOUNG Bark 1046 Killick, Martin & Co., London. Capsized at sea July'79.  
 PSYCHE Bark 1032 A.C.le Quellec, Bordeaux. Jan.1901 abandoned off C.Horn.  
 RIVER LEVEN Bark 806 Alex. Denny, Glasgow. Sunk in collision, 1885.  
 VISURGIS Bark 1141 D.H.Watjen & Co., Bremen. Wrecked August 1911.  
 WANGANUI Ship 1136 New Zealand Shipping Co.Lim., London.  
 BLENHEIM 1889 J.Leslie, Aberdeen. Sunk by U-Boat 22 Feb.1917.  
 J. & G. Thomson, Clydebank, Glasgow.  
 CAPE BRETON Ship 1504 A. Lyle & Sons, Greenock. Wrecked July 1894, Chile.  
 CAPE ST. VINCENT S 1504 A. Lyle & Sons, Greenock.  
 LADY LINA 1891 O. Banck, Helsingborg, Sweden.  
 ANGELO REPETTO 1903 G. Repetto, Genoa. Missing 1910.  
 LOCH RYAN Ship 1264 General Shipping Co., Glasgow  
 JOHN MURRAY Govt.of Victoria(Dept.of Defense), Melbourne. Lost 1918.  
 ORTHES Ship 1270 A.Russell & Co., Glasgow  
 MATAURA 1898 M.Bruusgaard, Drammen  
 HEDVIG 1915 M. Hannestad, Fredrikshald. Abandoned May 1917.  
 SALAMANCA Ship 1262 A.Russell & Co., Glasgow. Scrapped 1914, Genoa.  
 James Geddie, Senior, Kingston (Garmouth), Elginshire  
 COCK O' THE NORTH 240 Alex. Marr, Banff (Three-masted topsail schooner) WOOD  
 GAYA 1895 C.P.dos Santos, Oporto  
 COCK O' THE NORTH 1905 C. Thompson, Hull  
 NORTHERN BELLE Bktn 227 William Whyte, Banff (or 3m T/S Sch) WOOD  
 William Kinloch, Kingston (Garmouth).  
 SCOTTISH CHIEF Bktn 328 Builder, Banff. WOOD



J. Duthie, Sons & Co., Aberdeen  
 BRILLIANT Ship 1666 Builders  
 NOSTRA SIGNORA DEL CARMINE 1905 T. Gazzolo, Genoa. Sunk by U-Boat Aug. 1916

Alexander Hall & Co., Footdee, Aberdeen  
 ELISSA Bark 431 Henry F. Watt, Liverpool  
 FJELD 1897 Bugge & Olsen, Laurvig, Norway  
 GUSTAF 1912 Carl Johansson, Kalmar, Sweden. Motor schooner 1918-1947.  
 ELLIOT Bark 1177 J. Muir, Arbroath. Missing Dec. 1901.  
 SCOTTISH LASSIE Bk 899 McIlwraith, McEacharn & Co., London.  
 ALEXANDRE 1895 A. Viot, Nantes  
 LE GALION Union des Chargeurs Coloniaux, Havre. Scrapped 1925.

Walter Hood & Co., Aberdeen  
 PERICLES Ship 1671 G. Thompson Jr. & Co., Aberdeen.  
 SJURSØ 1917 L. Jørgensen, Kristiansand. Scrapped 1923, Kiel.

Brown & Simpson, Dundee  
 LADY KINNAIRD Bark 715 W.B. Ritchie, Dundee

Dundee Shipbuilding Co., Dundee  
 HARRIET LOUISA Ketch 84 G. Thompson, Lerwick  
 ORIENT Bark 518 Charles Duncan & Co., Dundee. Wrecked Sept. '18. WOOD

Alexander Stephen & Sons, Dundee  
 GLENGARRY Ship 844 W.O. Taylor & Co., Dundee  
 GERONIMA BIANCHI  
 INES 1908 Abandoned at sea 1908.  
 OVERDALE Bark 912 John Hay & Co., Liverpool. Sunk in collision July '97.  
 SOUTHESK Bark 1210 D. Bruce, Dundee  
 OLGA 1905 O.D. Hansen, Porsgrund, Norway. Lost 8 Nov. 1906.  
 STUART Bark 912 John Hay & Co., Dundee. Wrecked April 1901, Welsh coast

John Key & Sons, Kinghorn  
 CHILI Bark 712 J.W. Robertson, Dundee. Broken up 1915, Italy.

Roy & Mitchell, Alloa.  
 GARTMORN Bark 342 Builders  
 ROLLON Mrs. E. Leber, Tecamp, France WOOD

Harland & Wolff, Belfast  
 LORD CAIRNS Ship 1372 Thomas Dixon & Sons, Belfast  
 SPICA M.L. Bertolotto, Genoa. Broken up 1922.  
 RIVER LAGAN Bark 895 R. Neill & Sons, Belfast. Wrecked 1885.  
 SLIEVE BAWN Ship 1749 W. P. Sinclair & Co., Liverpool. Wrecked Nov. 1904.  
 SLIEVE MORE Ship 1749 W. P. Sinclair & Co., Liverpool. Burned June 1885.  
 STAR OF FRANCE Ship 1644 J. P. Corry & Co., Belfast  
 OLYMPIC II (barge) 1934 Hermosa Amusement Corp., Los Angeles. Sunk Sep. '40.  
 STAR OF ITALY Ship 1644 J.P. Corry & Co., Belfast. 1927 hulked, Colombia.

Wheeler, Cork.  
 IONE Brig 252 Wm. Thorburn, London (not registered till 1880) WOOD

Cork Harbour Docks & Warehouse Co. Lim., Passage West, Cork  
 WOODLANDS Bktn 451 Builders WOOD